

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

*Club Patron: His Excellency the Honourable Paul de Jersey AC
Governor of Queensland*

VETERAN TORQUE

JUNE 2019



*Brooklyn House at Howard
[photo: Greg Hill]*





COMMITTEE MEMBERS OF VCCA(Q) 2018-2019

Club Patron: His Excellency the Honourable Paul de Jersey AC Governor of Queensland

| | | |
|---|-------------------------|--|
| <u>President:</u> | Peter Arnold | president.vccaq@gmail.com |
| <u>Immediate Past-President:</u> | Bob Burley | bowtie@aapt.net.au |
| <u>Vice-President</u> | Syd Norman | syd.norman@bigpond.com |
| <u>Treasurer</u> | Steve Forster | ashmick@westnet.com.au |
| <u>Secretary</u> | Hazel Burley | secretary.vccaq@gmail.com |
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| <u>Property Director</u> | Russell Massey | vvancode@iinet.net.au |
| <u>Committee Members:</u> | | |
| | Glynn Hackshall | daghack@bigpond.net.au |
| | Carolyn Robinson | redbubble@picknowl.com.au |

Honorary Life Members

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|------|---------------|-------------|-------------------|
| RACQ | Phil Fletcher | Hugh Kimlin | Grahame Wilkinson |
|------|---------------|-------------|-------------------|

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| <u>Webmaster</u> | Peter Ransom | piransom@westnet.com.au |
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| <u>Qld Delegate to National Body</u> | Peter Arnold |
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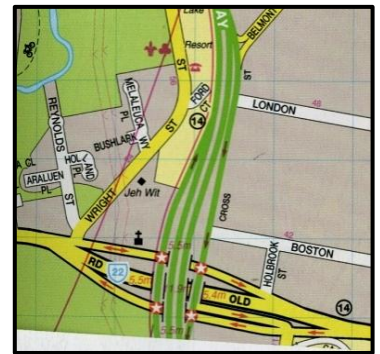
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| <u>Club Delegate to QHMC</u> | Albert Budworth |
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The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5).

Meetings commence at 7.30 pm, and Visitors are always welcome.

The Clubrooms phone number is (07) 3843 0010

The Club website is: www.vccaq.com



Membership fees as from 1 July 2019 are:.

| | |
|--|--------------------------------|
| Full Membership (single): \$ 67 | Joint Membership \$ 74 |
| Country Membership (single): \$ 50 | Joint Membership: \$ 55 |
| Associate Membership \$ 50 | |
| There is an additional joining fee of \$30. | |

Note: THERE IS AN ADDITIONAL CHARGE OF \$10 FOR THOSE MEMBERS REQUIRING A MAILED COPY.

Membership fees may be paid by **direct deposit** into the Club's Account: Bank of Queensland A/C 21577447; BSB 124001, giving details of your name.

Or By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc. (Please use full name as above to comply with bank requirements.)

Membership Application Forms are available from the Secretary (Hazel Burley) at the address below.

All articles for publication in "Veteran Torque" must be with the Editor by the 20th of each month.

Please send contributions to:.

Carolyn Robinson, 8 Thoon Close, Karana Downs 4306
email: redbubble@picknowl.com.au

All other correspondence to:

The Secretary, VCCA (Q) Inc. 1376 Old Cleveland Rd, Carindale Qld 4152,
email secretary.vccaq@gmail.com

"On this vehicle, Mr Green, only the gears are automatic. It still requires manual steering"



President's Report

Another month of rallying for some, with good numbers attending the C2C (**Country to Coast**) with Terry and Co. hosting our country section in Biggenden, and Ken and Gwyn the Coast section in Howard. It started out very bleak and just got worse on the first morning, with constant rain and just not the weather to take the Hupp out. After setting out in the back of the Burley Chev, our intrepid leader decided to call off the run after an hour or so and we headed back to town to find a coffee shop to get some warming fluids. Fortunately, Terry's request above was answered, albeit a day late, and the gorgeous weather prevailed for the rest of the trip. Our thanks to Terry and Regie, John and Pam and Ken and Gwyn for a great few days.

The **Ice-cream night** was well attended with copious amounts of ice cream and sweet toppings consumed. I noticed not too many fronted up for seconds. It was a good night to catch up and chat as there were no official duties to perform.

The working bee was again well attended with the yard taking priority again. I am waiting for the grass to slow down so we can get into the gardens and tidy them up. This month it will be 19th June.

The Vintage Car Club Boules day at Dayboro saw a number of our members trying to take the trophy away from the host Club, and while Bob Burley went close, the Vintage boys rallied towards the end. Lunch at the pub was enjoyed by the 15 or so who stayed on and we had to make a quick getaway when the dark clouds rolled in, but not quick enough.

Motorfest

A note has already gone out about Motorfest and the great news from RACQ about our position on the grounds this year. Albert will have more to say about it at the meeting, but I encourage as many as possible to support the event this year. We do need to know numbers at the meeting so we can advise RACQ.

Club Shirts

Elsewhere in the newsletter is a notice about the availability of our club dress shirts. We do encourage members to wear them at important club functions and particularly the welcome night at the National Rallies. If you don't have one and intend to attend the Bargara Rally, talk to Rhonda as she will put an order in before the event.

The casual polo shirt will be the subject of discussion at the June meeting to gauge if there is enough support to change to something other than the old green shirt. Steve will try to bring a sample or two for us to look at.

Feather Banners

As we now have the club logo in a format which will allow the production of the Feather Banners, we are looking for input into the design of these. While driving around I have been studying these and will make some recommendations at the meeting.

No Emissions Day

If you are attending the No Emissions Day on June 1st then you should have let Albert know already, but if you haven't I'm sure a quick phone call today will secure your place. This will be on before the meeting so let Albert know.

New Members

This month we welcome another new member, Malcolm Wegener, who joins us with a 1912 Model T Ford. I understand that Malcolm has it registered and will be entering the Bargara Rally.

An update on last month's members list where I said that Gary and Kathy Day were looking for a Veteran, well the search is over. While we were rallying in the Burnett we got the news that they are now the proud owners of a 1916 Dodge roadster. This is an older restoration and many will remember the car which was previously owned by John and Sheila Parbery and Jim and Jenny Degney before them. Congratulations to you both and good to see a shed mate for your vintage Dodge roadster.

I look forward to seeing many of you out and about during the month so Happy Motoring.

Peter Arnold

Club Dress Shirts - Get ready for Bargara.

We do encourage members attending National Rallies and important Club events to wear the Club dress shirt with Club logo. The welcome evening at Bargara is one of these events so if you don't have a dress shirt and wish to get one now is your chance.

Our previous supplier of Club shirts has closed shop and no longer can supply. Rhonda and Steve have found another supplier who will embroider our logo on the beige dress shirts.

Note that the female dress shirt with three quarter length sleeve is no longer available. Maybe one of our talented seamstresses can provide a pattern to alter the long sleeve variety. The shirts come in men's and ladies design with either long or short sleeve. The men's long sleeve shirt will cost \$58.00 and the other variants may be a couple of dollars less.

In order to get a better price, we need an order of 10 or, more so talk to Rhonda about size and style and she will place the order so we get delivery well before the rally.

We still need to decide on what Polo shirts we want in future. This will be discussed at the June meeting.



Ladies design



Men's design

Latest Update from Kevin- Weekend Rally, July 19-21.

The Headquarters will be Esk Caravan Park, 26 Hassall St. (Phone 07 5424 1466 - Website: eskaravanpark.com.au) where both sites and cabins are available. Alternatively, within walking distance at 5 Highland St is Esk Wivenhoe Motor Inn (Phone 07 5424 1677 Website: eskwivenhoemotorinn.com.au)

I strongly recommended that you BOOK NOW, as it is expected there will also be a small van group there on that week-end. Make sure you mention you're part of the Brooks booking. As sites are not available until 11am, I also suggest that you plan to arrive on THURSDAY 18TH, also note that cabins are not available until 2pm.

Currently plans are for a shorter rally Friday, perhaps not leaving till around 11am, taking a picnic lunch. This will give entrants who cannot arrive on Thursday time to arrive and set up Friday. (The Esk Bakery has delights fit to kill those with heart problems.)

Saturday's run will be longer, with the option of a Pub Counter Lunch midway.

Sunday's run will again be shorter, allowing entrants to return mid-afternoon and continue home (providing that the Caravan Park allows entrants to stay until the pm).

Further information will be available at June's meeting. (Questions to Kevin Brooks 0412 720 035)

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Veterans at Recent Events

Boules Report - From Peter Ransom

Confusing weather, last minute issues and even a T Ford failure to proceed (bent wishbone) meant numbers were slightly down this year, but with great representation (cars and people) from both Clubs. Nice to see the Presidents and Secretaries of VCCA(Q) and VCCQ getting in amongst it! Competition was keen, and Bob Burley was seen polishing his balls for that little bit extra! It paid off with a place in the final, but VCCQ's Dave Fletcher (Phil Fletcher's son) was spurred on by his two little boys and took home the silverware.



A lazy lunch on the deck at the Royal Hotel was right up to expectations. Peter and Lyn took off a bit early in the Hupp to beat the rain that was threatening. All in all, another nice day in the country.

* * * *

At the Ipswich Show Greg Hill Reports:

"We had Ipswich Show yesterday evening. Not many political figures left in town so a shortage of VIPs. Found a few unknown people who were happy to wave to the crowd and not sure who they all were, but they enjoyed riding in the cars.

John Day came along in the Oldsmobile as his T is still in bits after the broken chassis at Forbes. Trevor [Farnell] was there and also Barry Darley, Paul Casos, Leon Eustace and Phillip Schultz from Jimboomba also there."



3rd National Brush Rally - Goolwa

A cupboard of Brushes, a closet of Brushes, a drawer of Brushes? Take your pick. And how many? If you see 13, you are correct. This photo was taken at Milang where we visited their very interesting Historic Farm Museum, followed by a lunch in a railway carriage.

The weather was kind and Brushers, with their Brushes, from as far away as Western Australia, Tasmania and Queensland stroked their appliances in a very well planned and well run rally. We had two first time outers as the number of this marque grows. The oldest was Barney and Jane McCallum's 1907 Model B (the one with the hood) and the youngest, a newly built 1912 Liberty Brush, belonging to our Rally Director, Hamish McDonald.

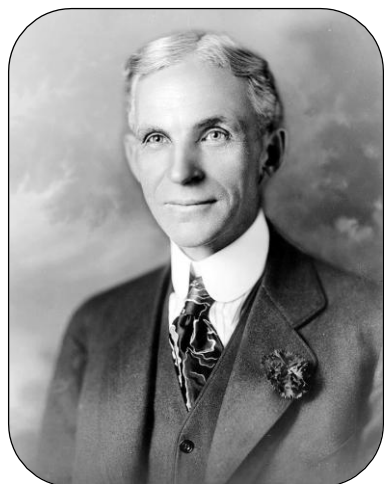
Being held in Goolwa, South Australia (wine country) it is not surprising that we, Brushes and owners, consumed near the same quantities of petrol and wine respectively. It was a great time of camaraderie with much help given and much being learnt about the brilliant design of Alanson P Brush's masterpiece.

Many thanks to the team from SA for making this 3rd National Brush Rally a most memorable experience. Next Brush rally, 2021 courtesy of Alan Miller and NSW in the Bathurst area.



Graham Donges

The primary Brush automobile model was the Runabout, a light two passenger American automobile designed by **American Alanson P. Brush** 1907. The first Brush built had a wooden chassis and a single cylinder 12 HP engine with chain drive and solid tires. The cost in 1907 was \$780.00. Different coach builders fitted a wide variety of bodies to turn the basic chassis into different commercial delivery vehicles - groceries, plumbing supplies, bread, liquer etc. Alanson Brush went on to design the first Oakland Motor Car, the forerunner of Pontiac and helped design the original one-cylinder Cadillac engine, all notable American car marques. [Wikipedia]



Biggenden End of the Country to the Coast Rally - John Handley

Our start to the rally began with preparing the ingredients for the monster stew made with mostly excess vegies from local farms (too big or odd sizes rejected by the city markets) we ended up filling the 2 gallon camp oven with Friday night's beef stew.

Most of the rally entrants had arrived and found a sheltered spot for happy hour, when Pam and I and Jimmy, our new pup, got to the Biggenden Show Ground. With the aid of Chris Sorensen's fire and a gas BBQ the stew was soon heated and served with local bread, ready for all to enjoy with their choice of beverage.

Those in attendance were Peter and Lyn Arnold (Hupmobile) Kevin and Joyce Brooks (Humber) Bob and Hazel Burley (Chev) John and Alison Day (Modern) Bob Collett and Trish Hanley (Renault) Trevor and Janette Farnell (Ford) Greg and Irene Hill (Ford) Brett and Chris Hollingum (Talbot) Alan and Raema Carpenter (Little) Merv and Margaret Thompson (Ford) Ken and Gwyn Wells (Renault) Chris and Jenny Sorensen (Overland) Russell and Sue Massey (Vauxhall) Erik Larsen (Alldays and Onions) Terry and Regie Lewis (Waverley) Geoff and Barbara Clegg (Talbot) and Pam and me in the Darracq.

Friday's showers had increased overnight and were getting heavier as the morning progressed. We started off on a lovely country road to the first of the day's attractions. This was the site of the Live and Let Live Hotel and stage coach reserve on the banks of Degilbo Creek on the old Gayndah road. This was an ideal site on the high banks of the creek with flat areas to camp and plenty of feed and water for the teamsters their horses and bullocks.

As the rain became heavier it was decided to head home via what had been a very pleasant drive on a dry day. Those who had protection of hoods, windscreens etc. were in the minority. Pam abandoned the Darracq to travel with Terry and Regie in their Waverley. Jimmy decided to abandon the Darracq and jumped overboard and was held up by his harness before Russell raced by and alerted me as to what was happening. On getting back to Biggenden we spent the rest of the morning visiting the local Museum and then had a pleasant lunch at the local Hotel. After a short rest we visited Alan and Narelle Cunningham's private collection of all things old and new including a big collection of Douglas Motor Bikes, Sewing machines and 5000 odd dolls.

Sunday arrived fine and sunny and a perfect 24 degrees. As there was no smoke in the air all the surrounding mountains stood out crystal clear. The recent rain had dampened any dust on the roads and the weather was perfect for vintage touring.

Today's destination was Paradise Dam on the Burnett River, with smoko at the old railway siding village of Degilbo. Today most of the residents are retirees. They came out with cameras etc. to look over our veterans before we left on a pleasant run to the Dam Observation area overlooking the impressive dam wall. The Authorities have an interesting display with maps, markers and photos of the old township of Paradise which once stood on the site. Paradise was a former gold mining town which supported a gold battery for various mines in the surrounding area from about 1880 to 1910. After a communal lunch we drove back to Biggenden through Dallarnil, another former railway town.

On Monday, our last day at Biggenden, we travelled west along the Burnett Highway through Coalstoun Lakes to the rest area at Ban Ban Springs where we had a billy tea Smoko. Then it was off to Gooroolba and on to the site of the Chowey Railway Bridge. This was part of the line from Maryborough through Biggenden and on to Gayndah and Monto and eventually to Gladstone. This line closed in 2013 after the bridge over the Burnett River near Gayndah was washed away. The Chowey Bridge was one of only two arched concrete bridges constructed by QR, the other one being on the Toowoomba line at Murphy's Creek. This Bridge was constructed on site using local labour in 1907. After lunch we travelled back to Biggenden where we loaded our vehicles for the trip to Howard next day. We also enjoyed another excellent meal at the local Hotel that night. The Town of Biggenden certainly made us feel welcome over the 4 days we were there.



Country to Coast Rally- Coastal Section - Christine Hollingum

I was volunteered by Terry to write a few notes on the coastal section of the rally, which was organized by Gwyn and Ken. What a fabulous rally!

Our "home" was Burrum River Caravan Park, which had plenty of room for our cars and trailers. The first morning we went to the Howard Museum for a morning tea of sausage rolls and cakes prepared by the local ladies, followed by a guided tour of the museum. A stroll around Howard led many veteran car owners to the local "op" shop, where several purchases were made. In the afternoon we drove to Burrum Heads, followed by dinner at the local Bowls Club. Many of the veteran cars travelled in convoy; safely back to the caravan park that night.

The next morning we were asked to display the cars at the Howard Primary School. We were greeted with much enthusiasm, where Jimmy (the Handley's dog) was a great hit with the children as was the Farnell's horn. Many photos of children sitting in the cars were taken. The teachers thanked members for bringing history "alive" to the children.



We then drove on to our next destination at Springvale Garden Centre for morning tea where we were surrounded by numerous water features, garden ornaments and plants. Once purchases had been made, and future landscapes planned, we travelled to Jasch's farm, where many animals including camels, donkeys, small and large horses, birds and dogs reside. A tour of the farm and animals was organised with members riding in a 1929 Chevy bus, which bounced over the farm tracks and through boggy sections, requiring passengers to "hold on" – a fun afternoon. A challenging slope greeted us on the way home – the Humberette powered up the slope with Kevin and Joyce. However, the Waverley with its 3 passengers required Regie to alight and jog in her veteran dress, to meet her fellow passengers at the top of the slope.



The last day of the rally was a drive to Hervey Bay where the veteran cars drove the length of the Esplanade ("Narde" to the locals) to Urangan pier. The council cordoned off a section of the car park for our cars and we were greeted by the Deputy Mayor, who suggested that our next National Rally in Queensland be centered in Hervey Bay.

A big thank you to Gwyn and Ken for a very successful and enjoyable rally.

The rally also saw Merv and Margaret and Brett and Christine lose wheels off their trailers on their way home. Fortunately, everyone and the veteran cars were safe, following the attachment of replacement wheels, allowing us to continue our journeys home.

Thank-you to Greg Hill and Kevin Brooks for the following photos from the "Country to Coast" Rally.



Biggenden

John talking about the local area



Brooklyn House, Howard



Lunch, Howard

Chowey Railway Bridge



Ban Ban Springs



Mt Walsh from Biggenden Camp



Relaxing at camp



The Darracq has a rest

*Invitation to attend presentation of Canada Cycle and Motor Agency Ltd,
State Library of Qld.*

On **Wednesday 19 June at 5.30pm** we are putting on an event called "Research Reveals: Putting Queenslanders on the road: **The Canada Cycle and Motor Agency Ltd**". The event should end around 7.30pm.

At the event at the State Library of Queensland (South Brisbane) **Dr Hilary Davies** (2018/2019 Qld Business Leaders Hall of Fame fellow) will present her intriguing findings on the Queensland business called The Canada Cycle and Motor Agency that operated from 1905 to 1930.

The event will take the form of a lecture + Q&A session, followed by a hands-on white glove experience where you will be encouraged to handle collection items like original photos, motoring magazines from the era etc.

Mark Bennett from Toowoomba will display his 1923 Studebaker Tourer at the event also. This vehicle was purchased from CCMA.

Register via the link below for this FREE event:

<https://www.slq.qld.gov.au/whats-on/research-reveals-putting-queenslanders-road-canada-cycle-and-motor-agency-ltd>

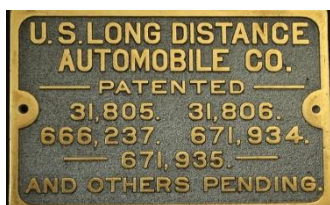


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Market Place

WANTED

- * **SMITHS 4 JET CARBURETTOR** to suit Humberette
Contact: Kevin Brooks 0412 720 035 brooks@goanna.tv
- * Wanted for a New Zealand friend, contact with the Australian owner of a **LONG DISTANCE AUTOMOBILE** (or bits thereof), manufactured by the U.S. Long Distance Automobile Company, 1901-1903. *Contact:* Kevin Brooks 0412 720 035 brooks@goanna.tv



This radiator emblem belonged to the Long Distance vehicle that was manufactured by the U. S. Long Distance Automobile Company of Jersey City, NJ between 1901 and 1903. The Long Distance came in one, two, and three cylinder engines and sold from \$1000 to \$4000 depending on the body model. The company stopped selling the Long Distance in 1904, reorganizing as the Standard Motor Construction Company and producing a Standard automobile

2020 1 & 2 National Rally - Outback Adventure Charleville Western Queensland

If you haven't booked your powered site at the Bailey Bar which is opposite the rally HQ, may I suggest you do so soon. All the cabins have been booked, and more than 1/2 the powered sites.

If you require motel accommodation the committee is recommending the Mulga Country Motor Inn, the owner has closed the bookings just for Veteran club members who are planning on attending the 1 & 2 event.

Mulga Country Motor Inn
Address: 118 Sturt St, Charleville QLD 4470
Phone: (07) 4654 3255
Email: mulgacountry@bigpond.com

BBQ Facilities, Wheelchair Accessible, Foxtel TV, Swimming Pool, Free Internet access, On-site parking, Laundry facilities.

There is a swimming pool, a BBQ available for guests to use, an undercover seating area, also a laundry for the guests. Quite a bit of trailer parking at the back of the motel. He also advertises a restaurant but I'm not sure how many or what nights it would be opened.

The motel is a few kilometres from the rally HQ but as Charleville is only a small town, nothing is far from anywhere.

Rhonda G.

Some upcoming events for your Diary

June

- 1 NO EMISSIONS DAY (Destination: Gold Coast). Train scheduled to leave Roma St Station at 8.32am. Organized by Albert Budworth and Steve Forster. **You should have contacted Steve by now if you're going.**
- 1 If you are not attending the above, you might like to go along to the annual OPEN DAY AT GOVERNMENT HOUSE, when the grounds will be open to the public.
- 1-2 OLD PETRIE TOWN STEAMFEST Contact Bob Burley

July

- 14 RACQ MOTORFEST. Eagle Farm Racecourse. Details in President's report
- 19-21 ESK WEEKEND Kevin Brooks
- 28 FISH & CHIPS BY THE SEA Albert

August

- 17 VETERAN SWAP At the Clubrooms

September

- 30 Aug-6 Sept BATHURST
- 7 HANDOVER DINNER
- 7-14. BATHURST TO BARGARA Organised by John Handley (john-handley@hotmail.com)
- 17- 23 NATIONAL VETERAN RALLY BARGARA

October

- 29 Sept – 5 Oct. NATIONAL MODEL T FORD RALLY Maryborough
- 24-27 GLASSHOUSE MOUNTAINS RE-RUN Organised by John Day

November

- 3 "LONDON TO BRIGHTON"
- 26-17 FUNKHANA AND PARTY NIGHT Albert & Co.

December

CHRISTMAS PARTY

Invitation Event:

- 12-14 Sept. Laidley Spring Festival. Info: www.luvyalockyer.com.au



Bulb Horns

The bulb horn is a musical instrument, and it behaves according to the ordinary laws of acoustics. The feature most of us have tinkered with is the vibrating reed, and by trial and error, we can usually get it to make a decent sound. Some horns require a vigorous squeeze, yet make only a brief squawk, while others emit a nice long sound with only a gentle squeeze. The characteristics of the reed are certainly a critical feature, but not the only one.

What makes the reed vibrate? The reed doesn't close by "air pressure" exerted by squeezing the bulb. If that were so, the reed would simply slam shut and stay shut during the squeeze of the bulb (or blowing with your mouth). There is a stream of high velocity air rushing through the gap between the reed and its seat. This high velocity causes the pressure to lower in that small gap, exactly as happens in the venturi of a carburetor. This sucks the reed and makes it slam shut, and of course, once shut, the high velocity, low pressure stream disappears, and the spring force of the reed makes it fly open, and the cycle repeats itself. It won't fly open if the pressure is too high and the spring force of the reed is too low. You've had that experience, where you can "snuff out" the sound by squeezing too vigorously. At what frequency does it repeat itself? Long reeds vibrate slower. Heavier reeds vibrate slower. Thicker reeds vibrate faster. Softer material vibrates slower. Larger gaps, when the reed is at rest, require lots more air to establish the high velocity required to slam shut. All of these features are controllable. Some can be carried to extreme. For instance, if the reed is extremely thin it is possible that the air pressure exerted by the bulb can actually hold the reed shut because the strength of the reed isn't sufficient to overcome the slight air pressure exerted by the bulb. If you want to see this happen, use a piece of clear plastic tubing instead of a scrap of garden hose for the experiments, and you can watch it happen. All of this stuff is happening at a small fraction of one PSI, by the way.

First, there is a relationship between the horn length and reed frequency. While not highly critical, there are certain reed frequencies that are transmitted more strongly than others. When experimenting with the effect of reed frequency on the brass horn length, don't use a flexible line. Put the bulb directly over the reed assembly or just blow with your mouth (the reed will be inside your mouth). Some reed frequencies will sound much better than others. With pinch fit reed and seat assembly, it'll take only a minute or two for each iteration.

Here's a little experiment that will illustrate the relationship between reed frequency and horn length. Put the cardboard cylinder from a roll of paper towels up to your mouth and whistle a descending note into it. You will note that some frequencies are cancelled and

practically no sound is produced. Tape two cylinders together and repeat the experiment. A trombone player knows all about this tube length sensitivity. Play with the reed frequency to get the loudest sound. Thicker reed , longer reed, closer gap when the reed's at rest are all things you must adjust.

The length of the flexible line from the reed to the bulb is also critical. Again, a simple experiment can convince you of its effect. After you have optimized things as described above, try this. Install a scrap of garden hose about a foot longer than the metal flex line that will be wanted on the car. Before installing it, mark off its length every three inches, with a felt tipped pen. Blow through this, using mouth or rubber bulb, and note the tone and effort required to produce a decent sound. Next, cut off three inches of hose and do it again. Repeat this several times, keeping records of the results. You will observe that some lengths produce nice tones and some produce a weak sound. So you now know what lengths of flex tube to avoid, and which to choose when cutting the brass snake.

Need a new reed seat, but can't find one? Turn and drill a blind hole out of a piece of brass bar and cut away half of it and you have a new seat. The end isn't round like the original, but conical, like the point of the drill. A fussy person might use a round nosed end mill to make a spherical end. Either will work.

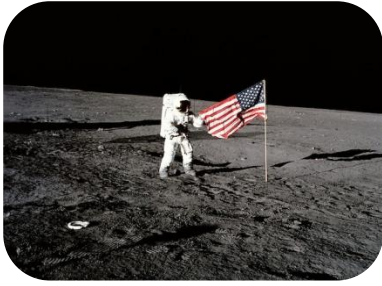
A new reed is made from a piece of springy brass sheet. (Steel feeler gage stock will do, but it may rust.) It's very important that this reed be absolutely flat so that when it closes, it's truly closed. A very slight bend where it tucks into the receiver which holds the seat and reed produces the small gap. During the experiments, everything is just pinch-fit together, but once satisfactory performance is obtained, a tiny bit of solder secures things so the parts won't vibrate loose during operation. Emphasis on "a tiny bit" of solder. Parts which are carefully made will probably stay together with just the pinch fit.

Typical reeds in medium size horns are made from .020" sheet brass, and the cantilevered length is about 1" to 1 1/2". The opening is about .020" or slightly more at the tip. This is a good starting point when making a reed and seat from scratch. A thinner reed, of shorter length can be made to vibrate at the same frequency. The thickness, weight, gap setting, and hardness of the reed material determines the restoring force, i.e., the speed at which the reed flies open after it slams shut. This natural reed frequency discussion should sound familiar if you've read the chapter on buzz coils. A reed is a reed.

With a little patience and lots of trials, you can get your bulb horn to sound like you want it to. You'll want a notepad to keep records of what change produced what results. If you get as fascinated as I do, there will be several dozen variations, and without notes it's easy to forget which one sounded best.

* * * * *

Thanks to Bob Burley for the above article.



So Now You Know

On July 20, 1969, as Commander of the Apollo 11 lunar module, Neil Armstrong was the first person to set foot on the moon. His first words after stepping on the moon, *"That's one small step for man, one giant leap for mankind,"* were televised to earth and heard by millions. But, just before he re-entered the lander, he made the enigmatic remark "good luck, Mr. Gorsky."

Many people at NASA thought it was a casual remark concerning some rival Soviet cosmonaut. However, upon checking, there was no Gorsky in either the Russian or American space programs.

Over the years, many people questioned Armstrong as to what the 'good luck, Mr. Gorsky' statement meant, but Armstrong always just smiled.

On July 5, 1995, in Tampa Bay, Florida, while answering questions following a speech, a reporter brought up the 26-year-old question about Mr. Gorsky and this time he finally responded because his Mr. Gorsky had just died, so Neil Armstrong felt he could now answer the question.

Here is the answer to "who was Mr. Gorsky?":

In 1938, when he was a kid in a small mid-western town, he was playing baseball with a friend in the backyard. His friend hit the ball, which landed in his neighbour's yard by their bedroom window. His neighbours were Mr. and Mrs. Gorsky. As he leaned down to pick up the ball, young Armstrong heard Mrs. Gorsky shouting at Mr. Gorsky,

"Sex! You want sex?! You'll get sex when the kid next door walks on the moon!"

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Do You Know what Buzz Aldrin's First Words were when he stepped onto the surface of the Moon?

"Beautiful view. Magnificent desolation."

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A LITTLE BIT OF. HUMOUR

When her son Charlie turned eight, his Mother realised the time was coming when he would be questioning the existence of Santa Claus.

A few days later Charlie looked at his parents and said *"I know something about Santa Claus, the Easter Bunny and the Tooth Fairy."*

Taking a deep breath, his mother enquired *"Oh, what is that?"* to which Charlie replied *"They're all nocturnal."*

